

CITY OF VANCOUVERREGULAR COUNCIL MEETING

A Regular meeting of the Council of the City of Vancouver was held on Tuesday, June 6, 1972, in the Council Chamber, at approximately 9:30 a.m.

PRESENT

His Worship the Mayor
Aldermen Adams, Bird, Broome, Calder, Hardwick,
Linnell, Phillips, Rankin, Sweeney and
Wilson

CLERK TO THE COUNCIL

R. Thompson

PRAYER

The proceedings in the Council Chamber were opened with prayer.

'IN CAMERA' MEETING

The Council agreed to an 'In Camera' meeting later this day.

ADOPTION OF MINUTES

MOVED by Alderman Bird,

SECONDED by Alderman Rankin,

THAT the Minutes of the Regular Council meeting (including 'In Camera'), dated May 30th, 1972, be adopted.

- CARRIED

COMMITTEE OF THE WHOLE

MOVED by Alderman Linnell,

SECONDED by Alderman Adams,

THAT the Council resolve itself into Committee of the Whole, His Worship the Mayor in the Chair.

- CARRIED

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UNFINISHED BUSINESS

Grant:

Riley Park Area Council Youth Enterprises

Further consideration was given to the application of the Riley Park Area Council Youth Enterprises, for a grant in the amount of \$1,850.

MOVED by Alderman Rankin,

THAT a grant of \$1,850 be approved as per request received.

- LOST

COMMUNICATIONS1. Grant: Dinner re
H.M.C.S. Uganda Reunion Committee

A request was received from the H.M.C.S. Uganda Reunion Committee that the Council approve a grant to pay the expenses of a banquet or a grant of \$1,000 of the expenses involved in connection with a reunion of men who served on the H.M.C.S. Uganda.

MOVED by Alderman Linnell,
THAT this request be received.

- CARRIED

2. Entertainment:
High School Student Exchange Program

MOVED by Alderman Phillips,
THAT, after considering the request from the Canadian Council of Christians and Jews Inc., approval be given to the necessary arrangements, whereby the students involved in the High School Exchange Program referred to by the organization in its letter of May 10th, may be given free access to the Aquarium and Museum and Planetarium facilities at some appropriate time while in Vancouver.

- CARRIED

3. Donation to City Archives

The City Clerk reported as follows under date of June 5, 1972:

'I am pleased to bring to Council's attention a memorandum from Mr. Rob Watt, City Archivist, announcing an important and significant donation to the City Archives.

- "1. The City Archivist is very pleased to announce that the City Archives has just received a very generous donation of \$4,500.00 from H.R. MacMillan. The gift was received yesterday through Mrs. F.M. Ross, Chairman of the Archives Committee of the Community Arts Council.
2. The funds have been given to build a special and permanent audio-visual display unit for the entrance hall of the new Archives Building at Vanier Park. The unit will house a slide show and co-ordinated sound commentary using photos from the collections as well as a display of the most interesting and treasured original documents held by the Archives with a recorded explanation of their significance in the City's history.
3. The unit is designed to bring the richness and story of the Archives' collections before the public in an interesting and enjoyable manner. It will be designed so that the material can be changed from time to time.
4. The City Archivist wishes to thank publicly, Mr. MacMillan for his generosity and asks that Council join him in so doing."

MOVED by Alderman Hardwick,

THAT the letter from the City Clerk be received, and His Worship be requested to forward a letter of appreciation to Mr. MacMillan for his kindness in granting this generous gift to the City Archives.

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTSA. Group Policy -
Travelers Insurance Company

MOVED by Alderman Broome,

THAT the following report of the Board of Administration, submitted under date of May 29, 1972, be approved:

- CARRIED

'The Corporation Counsel reports as follows:-

"Some time ago the Travelers Insurance Company formed a new company to underwrite all their Canadian business. The new company, Travelers Life Insurance Company of Canada, has assumed all the rights and obligations of the Travelers Insurance Company.

Fowler & Associates Consultants Limited have submitted to the City a form of rider to be attached to the above insurance policy held by the City which transfers the obligations of Travelers Insurance Company to Travelers Life Insurance Company of Canada effective as of May 12, 1972.

It is recommended that this rider be executed by the Mayor and the City Clerk and the seal of the City affixed thereto."

Your Board RECOMMENDS that the foregoing recommendation of the Corporation Counsel be adopted.'

B. Closure of Kent Avenue South,
Fraser Street Easterly -
Lease to Weldwood of Canada Sales Ltd.

MOVED by Alderman Bird,

THAT the following report of the Board of Administration submitted under date of May 18th, 1972, be approved:

- CARRIED

'The City Engineer reports as follows:

"Weldwood of Canada Sales Limited dedicated the north 33 feet of their property for South Kent Avenue from Fraser Street to approximately 450 feet easterly. Weldwood presently lease South Kent Avenue easterly from this point at a nominal rental. The lease expires April 9, 1979. The Company now requests the leasing of approximately 450 feet of South Kent Avenue from Fraser Street easterly to the westerly limit of the portion presently leased. North Kent Avenue is open to traffic.

I RECOMMEND that South Kent Avenue from Fraser Street to the Westerly limit of the portion presently under lease (approximately 450 feet east of Fraser Street) be closed, stopped up and leased to Weldwood of Canada Sales Limited subject to the following conditions:

1. The term to coincide with that of the present lease from Chester to Ross Streets which terminates April 9, 1979.
2. A nominal rental of \$10.00 for the term.
3. A 90-day notice of cancellation if area required for municipal purposes.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)**B. Closure of Kent Avenue South,
Fraser Street Easterly (cont'd)**

4. To be used only for access and parking.
5. The area to be developed at a grade satisfactory to the City Engineer.
6. On termination of the lease the area to be left in a condition approved by the City Engineer.
7. The City to reserve all rights for the installation and maintenance of all utilities.
8. The lessee be permitted to construct an additional spur track if required, subject to satisfactory arrangements being made for crossings.
9. Satisfactory arrangements being made regarding the farm crossing for B.C. Hydro and C.P.R. tracks traversing the Weldwood plant.
10. Any renewal of the agreement will require a realistic approach to the establishment of rentals.
11. An agreement satisfactory to the Corporation Counsel and the City Engineer."

Your Board RECOMMENDS the foregoing report of the City Engineer be adopted. '

**C. Request to Carry Out Archaeological Dig
on City Land at Marine & Angus
Opportunities for Youth Project**

The Board of Administration reported as follows under date of June 1, 1972:

'The Supervisor of Property & Insurance reports as follows:

"By letter dated May 24/72 addressed to the Supervisor of Property & Insurance, Mr. Barrie Jones, representative of Opp. for Youth Project #510-1854, has requested permission to carry out diggings on the City owned lands situated south of Marine Drive, between Angus and Barnard Streets, for the period of June 1 to Aug. 15/72.

This property, known as Bal. of Pcl A Amended (Ref Plan 3) DL 317, and containing 7.443 acres, has been the subject of several Planning reports to City Council with respect to possible rezoning and development for Low Density Multiple Housing (together with adjoining lands represented by Horner Development Ltd). The present status is that a joint development with the adjoining owners has fallen through, and the Director of Planning is to report to Council on the development and sale of the City site independently. I have checked with the Planning Department who advise that the requested use of the site to Aug. 15/72 would not cause further delay to the City's marketing of the lands.

Council will recall that in the summer of 1969 the City permitted the City Museum Archaeologist to use the site for summer training courses for teenage diggers, and that on Sept. 23/69, on the request of the Museum Board, Council directed that the lands be withheld from sale for one year.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)C. Request to Carry Out Archaeological Dig Opportunities for Youth Project (cont'd)

In his request, Mr. Barrie Jones states that the Summer Instructional Program in Archaeology was conceived by group members with the help of Dr. R. Pearson of U.B.C., and Shirley Cuthbertson of the Vancouver Centennial Museum, the sponsoring institution. Also set out are the aims of the Program.

It is noted that this land has been used, without authorization, on many occasions in the past by amateur diggers, often to the inconvenience of neighboring residents, with the site left in an untidy and even dangerous condition.

For this reason, if Council is prepared to give favourable consideration to the request, they may wish to make approval conditional upon the project being placed under the guidance and control of the Vancouver Centennial Museum Department."

Your Board

Submits the foregoing report to Council for consideration.'

MOVED by Alderman Bird,

THAT approval be given to this application to carry out digging on City owned lands south of Marine Drive between Angus and Barnard Streets, for the period June 1 to August 15, 1972, provided the site is leveled at the conclusion of the digging, and the project is placed under the guidance and control of the Vancouver Centennial Museum Department.

MOVED by Alderman Hardwick in amendment,

THAT reference in the main motion to leveling of the site be struck, and in lieu thereof the following be substituted:

'provided suitable signs are posted after this digging operation pointing out that the City is not liable because of the condition of the land due to such digging operations'

- CARRIED

The motion as amended was put and carried as follows:

MOVED by Alderman Bird,

THAT approval be given to this application to carry out digging on City owned lands south of Marine Drive between Angus and Barnard Streets, for the period June 1 to August 15, 1972, provided suitable signs are posted after this digging operation pointing out that the City is not liable because of the condition of the land due to such digging operations, and the particular project is placed under the guidance and control of the Vancouver Centennial Museum Department.

- CARRIED

D. Control of Soliciting for Charity

MOVED by Alderman Phillips,

THAT the following Board of Administration report submitted under date of June 1, 1972, be approved:

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)**D. Control of Soliciting for Charity (cont'd)**

' City council on April 14, 1972, requested the License Inspector to report on the appropriate fees for Soliciting for Charity.

The License Inspector reports as follows:

"License fees are normally set at a level sufficient to cover the costs of issuing the License and policing the operation. The costs applicable to Soliciting for Charity applications can have a wide range depending upon the organization requesting a license - i.e. some will require more investigation than others. For this reason and also because the organizations involved are of a non-profit nature, I recommend that the license fee be set at the minimum rate of \$10.00 for each application. (This is the fee paid by the majority of licensees who pay business tax) The license would only be valid for the period of time approved by the screening committee. No license or fee will be necessary if only the members of the organization are to be canvassed for funds."

Your Board RECOMMENDS that the report of the License Inspector be approved. '

E. Proposed Lane Paving in 1 and 2 Family Areas

The Board of Administration submitted the following report under date of April 26, 1972. In considering this report, it was pointed out that reference on Page 3 under 'City's Share' to the cost of the proposed procedure re extension pf pavement beyond property lines to sidewalk as \$0.40 per foot of lane, should read \$0.77 per foot of lane.

'The City Engineer reports as follows:

"This report proposes a new procedure for improving lanes with asphaltic concrete pavement and recommends a program to improve all lanes in one and two family areas within the next 15 years with the City and property owners sharing the cost.

Existing Conditions

There are approximately 265 miles of lanes with gravel surfaces in the one and two family areas. The annual upkeep of these gravel surfaces and the lane ditches costs more than twelve hundred dollars per mile. Despite this annual expenditure it is not possible to maintain the lanes in a satisfactory standard as to the riding quality and particularly with respect to the dust.

Existing Policy

In general, lanes with gravel surfaces have been built with the crown or high point along the center line and ditches along both sides to take the surface water. The gravel surfaces and drainage facilities are maintained by the City at no direct cost to the property owners.

If the property owners of a block desire a higher standard of lane surface, they have the following alternatives:

1. An oil spray treatment to reduce dust and provide a better riding surface. This treatment has a life of one to two years. A uniform levy of four cents per lineal foot of lane (two cents per lineal foot of property line) is charged for this treatment and the collecting of the money is the responsibility of the residents within the block. During the past ten years the lane oiling program has averaged 45 miles per year. In recent years the four cents per foot of lane contribution has amounted to slightly less than one-half the total cost of the oiling treatment; the remainder of the cost is borne by the City and this cost is increasing.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

E. Proposed Lane Paving in
1 and 2 Family Areas (cont'd)

This procedure to alleviate the dust problem is not satisfactory. Firstly, the residents resent having to contribute to the cost of controlling dust when the source of the dust is on City property. Secondly, having paid for the oiling, many residents expect the treatment to last for several years and argue that the City should maintain the surface in its oiled condition after initial application. Finally, there are many residents who object to their lanes being oiled because for a few days after the application while the oil is drying it is almost impossible to keep children and pets from getting it on themselves and tracking it onto carpets and floors.

- 2. Permanent type asphaltic concrete pavement constructed under local improvement procedures. The current standard specifications for a permanent asphaltic concrete pavement on a 20 ft. lane allowance in a one and two family area is 16 ft. wide and 2½ inches thick. The pavement is shaped so that the storm water flows from the edges to a valley gutter along the center line and a tile drain is installed along the high side of the lane between the property line and the edge of the pavement to intercept subsurface water. The side ditches are filled in and the 2 ft. verges between the property lines and the edges of the pavement are surfaced with gravel.

These 2 ft. shoulders are required in most residential lanes to overcome out-of-grade situations where the properties are above or below the travelled portion of the lane. The slopes can be constructed to meet the existing developments of the abutting properties eliminating the need for retaining walls in most cases.

Existing Program for Paving Residential Lanes

The present cost of permanent lane pavements in one and two family areas is not acceptable to the home owner for the following reasons:

- 1. Construction Costs

The local improvement assessment for lane pavements constructed in 1971 was \$0.63 per frontage foot per year for 15 years. By comparison the property owners share of the cost of street improvements constructed in 1970 under the Low Cost Paving Program was \$0.76 per frontage foot per year for 15 years. Even though this covers only curbs and gutters, the City provides the pavement and the total result appears to provide more value to the property owner per dollar of local improvement tax.

The Engineering Department receives many inquiries annually as to what a permanent improvement would cost instead of paying every year for oiling; but in most cases, no further interest is shown when the estimated cost is given. No petitions for lane pavements were received prior to 1964 and only 35 have been received in the last eight years. The relatively high cost is attributed to the extensive grading required to change the cross-section of the lane from a crown to a valley gutter at the center line, plus the installation of the tile drain.

- 2. Removal of the Open Ditch Drainage Facilities

Throughout the City many properties have been developed using the lane ditches to provide storm water drainage facilities. These ditches are used at various locations to drain back yard gardens and lawns; to receive water from roofs of homes and carports, and, in a few cases, basement sumps.

Although such practices are in contravention of the City Plumbing By-Law, and the Streets and Traffic By-Law, many property owners consider the lane ditch as a drainage facility and are not in favour of losing it through paving.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

E. Proposed Lane Paving in
1 and 2 Family Areas (cont'd)

PROPOSED LANE PAVING IN 1 & 2 FAMILY AREAS

In view of the high cost of maintaining gravel surfaces in lanes and the slow rate of improving lanes with permanent pavement, it is considered necessary to adopt a pavement standard and a cost-sharing procedure which will be acceptable to the majority of the home owners.

The proposed standard is an asphaltic concrete pavement, 14 feet wide and 2 inches thick, installed on the existing crowned gravel roadway. The existing ditches will remain to serve as drainage facilities for the lane pavement. In lanes with large ditches and poles and those less than 20 ft. wide, the pavement width would be reduced to meet local conditions where practical.

In most cases the existing surfaces in the lanes will provide adequate strength (provided that the surfaces can be adequately sealed against the weather), as they are well compacted by years of use.

This pavement, although almost as thick as the present standard lane pavement (2½ in.) would require slightly more maintenance because the ditches being close to the pavement will reduce the strength of the granular base under the edges of the pavement and some cracking at the edges can be expected.

Cost Sharing Procedure

The cost-sharing proposal for this paving program makes the City responsible for the cost of grading and installing or adjusting catch basins as required, in addition to the flankage and other reliefs, which it pays for under the current cost-sharing policy. (See table below)

The grading and drainage requirements are essentially the routine work which the City provides in gravel lanes and will continue to provide at frequent intervals until the lanes are paved. The property owners will pay only for the cost of the pavement.

The estimated cost using current construction prices, is \$2.55 per lineal foot of lane. This estimate is based on the grading and adjusting of drainage facilities costing \$0.40 and the paving costing \$2.15 per lineal foot of lane.

The estimated cost to pave approximately 265 miles of lanes in the residential areas at \$2.55 per foot amounts to \$3,570,000 in 1972 dollars. Of this amount the property owners would pay \$2,500,000 and the City would pay \$1,070,000. These are the estimated actual construction costs and do not include the Local Improvement interest charges.

Our study shows that the estimated cost to the property owners would be about \$0.14 per front ft. per year for 15 yrs. including interest charges. A comparison of the present and proposed procedure is shown in the following table:

	Present Procedure	Proposed Procedure
Property Owner's Share	Grading and reshaping (Including filling in the ditches)	Pavement 14 ft. wide & 2 in. thick
	Drainage (including installation of drain tile on high side of lane)	
	Pavement 16 ft. wide & 2½" thick	
	Annual cost (including interest charges).	Annual cost - (Including interest charges).

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)E. Proposed Lane Paving in
1 and 2 Family Areas (cont'd)

	<u>Present Procedure</u>	<u>Proposed Procedure</u>
	<p>\$0.63 per frontage ft. of property per year for 15 years</p> <p>(Total cost shared by properties on both sides amounts to \$1.26 per ft. of lane per yard).</p> <p>\$25.20 per year for a 40 ft. wide lot.</p>	<p>\$0.14 per frontage ft. of property per year for 15 years</p> <p>(Total cost shared by properties on both sides amounts to \$.28 per ft. of lane per yr.)</p> <p>\$5.60 per year for a 40 ft. lot</p>
City's share	<p>Flankage and other reliefs</p> <p>Intersections</p> <p>Extension of pavement beyond property lines to sidewalk</p> <p>Cost \$1.15 per ft. of lane</p>	<p>Minimal grading to prepare existing surface for pavement construction</p> <p>Drainage (adjustment replacement or installation of catch basins where necessary in existing ditches).</p> <p>Flankage and other reliefs.</p> <p>Intersections</p> <p>Extension of pavement beyond property lines to sidewalk</p> <p>Cost - \$0.40* per ft. of lane</p>
Length of Local Improvement Financing Referall	15 years	15 years

In summary, the proposed procedure is basically construction of an asphaltic pavement on the existing lane surface. The difference in cost compared to the present procedure is due to the volume of work proposed and the elimination of extensive grading and tile drain work.

At present the City spends approximately \$325,000 each year maintaining unpaved lanes in one and two family dwelling areas. This money goes to grading and shaping the gravel surfaces and to maintaining the ditches. If the procedure as proposed is approved, it is estimated that annual maintenance would be reduced to about \$160,000, a saving of \$165,000 per year, and the oiling program would be eliminated saving a further \$12,000 per year, all in terms of today's dollars, on completion of the program. Based on a 15 year program, the lane maintenance appropriation would be reduced \$11,000 annually for 15 years.

EFFECT ON PAVING LANES SEPARATING ONE AND TWO FAMILY DISTRICTS AND HIGHER USE ZONES

Assessing a portion of paving costs of lanes which abut on higher use zones on one side and local residential zones on the other side has been the subject of considerable complaint in recent years by the residential property owners. Paving projects in such lanes are usually initiated by the City or petitioned for by the owners of the higher-use property.

Although the abutting residential property owners pay only the same amount as they would for a local residential lane pavement, many have protested that they are forced into payments which are too high for the benefits received, for a pavement to serve traffic generated by the higher-zoned property on the other side of the lane.

(* Should Read \$0.77)

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)**E. Proposed Lane Paving in
1 and 2 Family Areas (cont'd)**

The cost to the one and two-family residential properties abutting these lanes on the proposed plan would thus be much less than on the present basis and the objections to paving projects in these lanes should, therefore, be much reduced.

The amount of reduction in the charges to these residential properties would have to be borne by the City and would be charged to the City's share of the cost of paving lanes in Commercial, Industrial and Multiple Dwelling areas for which money is provided in the 1971-75 Capital Fund. (Approx. \$100,000.)

LANE PAVEMENT STANDARDS IN HIGHER-USE ZONES

The standard for Permanent Pavements in Higher-Use zones is an asphaltic concrete pavement 5 inches thick across the entire width of the lane except in the West End where the lanes are 33 feet wide. A pavement 24 feet wide with concrete gutters and rolled, mountable curbs is the standard in this area.

INITIATIVE PROGRAM PROPOSED

It is estimated that only one hour is required for a paving machine to lay the asphaltic concrete in the lane of an average City block. If the lanes to be paved are all in the immediate area, 7 or 8 can be paved in one day, resulting in an economical operation and low unit cost. However, if the lanes on the program were located throughout the City, which would be the case if the program depended on petitions alone, the paving crew and the equipment would spend almost as much time travelling as paving and the cost of the work would be appreciably higher.

It is recommended that the annual lane paving program be initiated by the City for the first few years in order to do the work as efficiently and economically as possible and at the same time promote and demonstrate this lane improvement. The procedure would allow the Engineering Department to initiate lane paving projects in 10 to 12 locations, each location to have sufficient individual projects to ensure at least one day of continuous paving. The areas which have high maintenance cost would be given priority.

The cost estimates for this program are based on this procedure.

The property owners will be encouraged to petition for this improvement and, if the program proves to be as popular as the low cost street paving program, sufficient petitions will be received after a few years so that only a few projects will be initiated where necessary to produce a day's paving around isolated petitioned projects.

The City Engineer RECOMMENDS that:

- (1) On lanes abutting on Local Residential (one and two-family) properties:
 - (a) An asphaltic concrete pavement two inches thick and 14 ft. wide (less in lanes narrower than 20 ft. and where existing ditches and local conditions prevent the construction of a 14 ft. wide pavement) be installed as Local Improvements, the City, as at present, paying for this facility at intersections and for flankage and other reliefs in accordance with the Local Improvement By-Law.
 - (b) The City bear the cost of preparing the granular base and adjusting the drainage facilities prior to paving.
- (2) The policies in (1)(a) and (b) form the basis of Local Improvements charges for residential property on lanes where some of the abutting property is zoned for higher use.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)E. Proposed Lane Paving in
1 and 2 Family Areas (cont'd)

(3) The length of the Local Improvement period be 15 years.

(4) The City initiate a program of paving local residential lanes;
such program to be scheduled over a 15 year period."

Your Board RECOMMENDS that the foregoing report of the City Engineer
be adopted. '

MOVED by Alderman Rankin,

THAT this lane paving program be carried out on a City wide basis,
with funds taken from General Revenue.

- LOST

MOVED by Alderman Broome,

THAT this report be referred back for further report on the principle
of the program being carried out on a City wide basis with funds taken
from General Revenue.

- LOST

MOVED by Alderman Bird,

THAT the recommendations of the City Engineer and Board of Admin-
istration be approved, as set out in the foregoing report.

MOVED by Alderman Phillips in amendment,

THAT the following words be added to the main motion:

'after recommendation (4) is changed to read as follows:

The City initiate a program of paving local residential
lanes, and report back to the Council in twelve months
on the result.

- CARRIED

The motion as amended was put and carried as follows:

MOVED by Alderman Bird,

THAT the recommendations of the City Engineer and Board of Admin-
istration be approved, as set out in the foregoing report after
recommendation (4) is changed to read as follows:

'The City initiate a program of paving local residential
lanes, and report back to the Council in twelve months
on the result.'

- CARRIED

F. Attendance of Fire Chief at
Provincial Fire Advisory Meeting

MOVED by Alderman Linnell,

THAT the following report dated June 1, 1972, submitted by the
Board of Administration, be approved:

- CARRIED

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

F. Attendance of Fire Chief at
Provincial Fire Advisory Meeting (cont'd)

" The Fire Chief reports as follows:

'The Fire Chief, being a member of the Provincial Fire Advisory Council, requests permission to attend a Council meeting to be held in Kitimat, B.C., June 14, 1972.

The Provincial Fire Marshal will pay all expenses. The only cost to the City will be three days (two for travel time) leave of absence with pay.'

RECOMMENDED that the Fire Chief be granted three days leave of absence with pay to attend the above meeting."

G. Leave of Absence re
1972 Olympic Games (Lieutenant B. Lowes)

MOVED by Alderman Rankin,
THAT, on the basis of the report from the Fire Chief, leave of absence with pay be granted to Lieutenant Bert Lowes from August 15 to September 12, 1972, to allow participation in the 1972 Olympic Games in Munich, Germany.

- CARRIED

H. B.C. Centre and Court House Additions
Blocks 51 and 61

Consideration was given to the Board of Administration report dated May 31, 1972, re Provincial Government development proposed for Blocks 51 and 61. Various items in the report were explained by the Director of Planning and Civic Development, the Council agreed to consider the matter further after the recess.

The Council recessed at approximately 10:45 a.m., and after a short 'In Camera' meeting reconvened with the same personnel present at approximately 11:20 and continued with the Blocks 51 and 61 discussion.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

H. B.C. Centre and Court House Additions
Blocks 51 and 61 (cont'd)

Council continued consideration of the report of the Board of Administration dated May 31, 1972, from which the following is summarized:

'Summary

Having examined the sketch drawings and consulted other civic departments and appointed boards, the Director of Planning and Civic Development submits the following as the prime areas of concern to be discussed by the aforementioned committee.

- a) Basic consideration of the impact of the high tower on both the immediate surrounding and on the downtown peninsula as a whole;

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)

H. B.C. Centre and Court House Additions
Blocks 51 and 61 (cont'd)

- b) Height, bulk and location of Court House Addition in relation to the streets and the existing Court House;
- c) Provision of pedestrian oriented uses along street fronts and more open space at the perimeter of both sites;
- d) Retention of sidewalk along the south side of Robson Street and the entire design concept related to Robson Street;
- e) Better integration of the project with the surrounding area, including Block 71;
- f) Pedestrian and vehicular circulation, including the reversal or modification of underground parking and loading access/exit arrangement;
- g) Methods and changes of use to ensure the maximum use of the open spaces after office hours;
- h) The relationship of the pedestrian and traffic facilities to any future public transit arrangement;
- i) Engineering and legal details implicit in the use of any surrounding streets.

Consideration

This report is submitted to Council for consideration of the points of concern put forward by the various technical agencies and for the addition of any others.

It is RECOMMENDED

That the report then be referred to the working committee of officials approved on May 30th, 1972, for action in accordance with the proposals of the Minister of Public Works.

Your Board submit the foregoing report for Council CONSIDERATION, and RECOMMEND that the recommendation of the Director of Planning and Civic Development be approved.

(For the information of Council, the City officials appointed to the Working Committee are, the Director of Planning and Civic Development, the City Engineer and the Corporation Counsel.)

MOVED by Alderman Wilson,

- (a) THAT Items (a) to (i) set out above be approved, as the prime areas of concern to be discussed by the Working Committee, and the following as (j) and (k) be added as additional items of primary concern for discussion:
 - (j) The impact of the project on the Wilbur Smith concept on rapid transit.
 - (k) Buildings facing Robson Street be completely eliminated to make a public space on the ground floor plan completely open to Robson Street.
- (b) THAT the recommendation set out above respecting reference to the report of the Working Committee be approved; the City's Committee representatives to report back from time to time.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)H. B.C. Centre and Court House Additions
Blocks 51 and 61 (cont'd)

FURTHER THAT His Worship the Mayor be requested to advise the Minister of Public Works of this action of Council, requesting information regarding names of Provincial appointees to the Working Committee, and the date when the Committee will commence meeting.

- CARRIED

MOVED by Alderman Broome,

THAT a Committee of Council be appointed to discuss the following proposal with the Provincial Government, and the Committee have the benefit of various schematic alternatives to be prepared by the Director of Planning and Civic Development, and the Committee report to Council from time to time:

' A complex be developed on Blocks 51, 61 and 71, integrating:

(a) The same general building development and floor space ratio as proposed by the Provincial Government;

with

(b) Suitable open space development within the three blocks;

with

(c) Adequate parking as required for the complex, particularly under Block 71.'

- CARRIED

I. Request for Temporary Help:
Planning Department

The Board of Administration under date of June 5, 1972, submitted the following report:

"The Director of Planning and Civic Development reports as follows:

'The Planning Department has employed up to 15 people in a Local Initiatives Programme to collect and process various types of information. One group of studies is related to the investigation of district centres in the city. The programme is a vital part of the work which will lead to proposals for rezoning and other recommendations which will form part of an overall city plan. It is also important in determining the planning policies for such neighbourhoods as Kitsilano where a priority study is already underway.

Approval of the programme was received approximately two months after the anticipated starting date. Although a strict schedule has been maintained in collecting the necessary data, termination of the L.I.P. on June 16 does not permit time to complete coding the information for computer use or to analyse the material.

The information consists of peoples' perception about actual use of centres in their neighbourhoods and their ideas about future development; analysis of real estate market data; land use analysis; consideration of elements of change in commercial development and employment; and housing demand by household type. Besides being needed by the Planning Dept. the data will also be of assistance to civic departments and other sectors of the community.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)I. Request for Temporary Help:
Planning Department (cont'd)

The L.I.P. afforded the Department an opportunity to advance this programme while still proceeding with priority studies on the final Downtown concept etc. If regular staff are deployed on finishing these studies it will mean delay in both areas of activity.

To take advantage of the people who have been connected with the studies and obtain use of the data as soon as possible, it is requested that six of the people from the programme be retained as Temporary employees from June 19 to August 31. These people would complete putting the data into form for computer use and assist in analysis of the results.

The cost of salaries and fringe benefits is estimated to not exceed \$10,000. This amount is available in the Planning Dept. Salary Budget because of present conditions.'

Your Board forwards the request of the Director of Planning and Civic Development for Council CONSIDERATION. "

MOVED by Alderman Bird,

THAT the request of the Director of Planning and Civic Development contained in the foregoing report in respect of retention of six people as temporary employees from June 19 to August 31, 1972, be approved.

- CARRIED

J. Youth Employment Services (YES)

The Board of Administration under date of June 5, 1972, submitted the following report:

"The Director of Social Planning/Community Development reports:

'YES was established three years ago as a 'youth organized and youth managed employment service in order to provide summer jobs to the masses of high school students in and around Vancouver.'

Jobs were supplied to students through YES in 1971 as follows: New Westminster and Surrey (560); North Vancouver and West Vancouver (326); Ladner-Delta (170); Langley (110); Richmond (102); Fraser Valley (1048); Burnaby (245); Vancouver (752). The YES budget was \$17,764.00 in 1970 and \$18,000 in 1971. Main sources of revenue have been the Vancouver YMCA, the Provincial Government, and five area municipalities, excluding Vancouver.

On the recommendation of the Director of SP/CD, Council approved grants to YES as follows: 1969 - \$2,400; 1970 - \$3,600; 1971 - \$3,600.

The YES project does not receive Opportunity for Youth Funds because it is not new (three years old), is agency (YMCA) sponsored and receives funds from other government sources. It does not qualify for Local Initiatives Project funding because it is a summer program.

BOARD OF ADMINISTRATION AND OTHER REPORTS (continued)J. Youth Employment Services (cont'd)

The Director of SP/CD RECOMMENDS that Council approve a grant of \$3,600 to Youth Employment Services for its 1972 summer program.'

The Board of Administration submits the foregoing report and recommendation of the Director of SP/CD for Council's CONSIDERATION."

MOVED by Alderman Bird,

THAT a grant of \$3,600 to Youth Employment Services for its 1972 summer program, pursuant to the foregoing report of the Director of Social Planning/Community Development, be approved.

CARRIED BY THE
REQUIRED MAJORIT

COMMITTEE OF THE WHOLE

MOVED by Alderman Broome,

THAT the Committee of the Whole rise and report.

- CARRIED

MOVED by Alderman Broome,

SECONDED by Alderman Wilson,

THAT the report of the Committee of the Whole be adopted.

- CARRIED

BY-LAWSBY-LAWKITSILANO REZONING

MOVED by Alderman Linnell,

SECONDED by Alderman Calder,

THAT leave be given to introduce a By-law to amend By-law No. 3575 being the Zoning and Development By-law.

- CARRIED

MOVED by Alderman Linnell,

SECONDED by Alderman Calder,

THAT the By-law be read a second time.

- CARRIED

MOVED by Alderman Linnell,

SECONDED by Alderman Calder,

THAT Council do resolve itself into Committee of the Whole to consider and report on the By-law, His Worship the Mayor in the Chair.

- CARRIED

MOVED by Alderman Wilson,

THAT the Committee rise without reporting and ask leave to sit again.

- LOST

BY-LAWS (continued)

BY-LAW
KITSILANO REZONING (cont'd)

MOVED by Alderman Linnell,
 THAT the Committee of the Whole rise and report.

- CARRIED

The Committee then rose and reported the By-law complete.

MOVED by Alderman Linnell,
SECONDED by Alderman Calder,
 THAT the report of the Committee of the Whole be adopted.

- CARRIED

MOVED by Alderman Linnell,
SECONDED by Alderman Calder,
 THAT the By-law be read a third time and the Mayor and City Clerk
be authorized to sign same and affix thereto the Corporate Seal.

- CARRIED

(The By-law received three readings.)

Alderman Broome and Alderman Hardwick were excused from voting
on this by-law, not having been present at the Public Hearing
when held.

MOTIONS

1. 1974 Grey Cup Pageant

MOVED by Alderman Sweeney,
SECONDED this day by Alderman Rankin,
 THAT an invitation be extended to the Commissioner of the Canadian
Football League to hold the 1974 Grey Cup Pageant in the City of Vancouver.

- CARRIED

2. Management of the
West End Community Centre

At the last Council meeting, notice was called on a motion proposed
by Alderman Linnell on this subject. However, Alderman Linnell with the
Council's permission changed the motion which now reads as follows:

MOVED by Alderman Linnell,
SECONDED this day by Alderman Calder,
 THAT the Director of Social Planning and Community Development
initiate meetings with Federal representatives such as Central Mortgage
and Housing Corporation, Provincial representatives, representatives
of the City such as Health, Welfare and Rehabilitation and Park Board,
private organizations such as Gordon House, Legal Aid, Victorian Order
of Nurses, West End Community organization, and any other organizations,
to look into the management of the West End Community Centre, exclusive
of the housing component of the complex.

- LOST

The motion was put and lost.

MOTIONS (continued)

3. Pacific National Exhibition Stables
and Fire Safeguards

MOVED by Alderman Rankin,
SECONDED by Alderman Linnell,
THAT WHEREAS there have been two serious fires at the stables at
the Pacific National Exhibition,

AND WHEREAS there has been serious loss of livestock and danger
to human life in these fires,

THEREFORE BE IT RESOLVED that the Council instruct the Fire Chief
to report within one month to Council on adequate safeguards for these
stables.

- CARRIED

NOTICE OF MOTION

MOVED by Alderman Phillips,
SECONDED by Alderman Calder,
THAT the Board of Administration report on possible locations and
financing for housing for the handicapped, based on the research report
done by Mr. Alex Clark for Central Mortgage & Housing Corporation.

(notice)

ENQUIRIES AND OTHER MATTERS

Alderman Wilson:
Flood Conditions and Flow
of Drift Material into
Gulf of Georgia

referred to the flood conditions
resulting in large amounts of drift
material moving into the Gulf of
Georgia area and causing a boat hazard,
particularly at night. The Alderman
suggested the matter be referred to
the Regional District, and that the
Council representatives on the District
raise the matter.

A Commendation:
Police Department Members

MOVED by Alderman Linnell,
SECONDED by Alderman Adams,
THAT the Chief Constable and the members of the Police Department
involved be commended for the excellent manner in which they controlled
the very difficult situation at the Pacific National Exhibition recently,
during and following an entertainment given by the 'Rolling Stones'.

- CARRIED

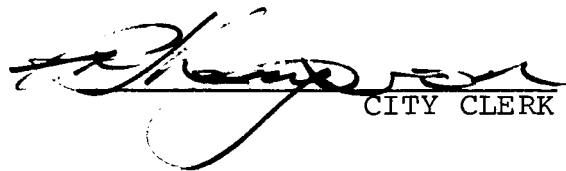
Alderman Calder:
Kelowna Regatta

referred to an invitation from the
Mayor of Kelowna for a representative
from the City of Vancouver at the
forthcoming Regatta. The Alderman
agreed to hand the invitation over to
the Mayor for suitable action.

The Council recessed at approximately 11:55 a.m.

The foregoing are Minutes of the Regular Council meeting dated June 6, 1972, adopted on June 13, 1972.


MAYOR


CITY CLERK